

NATIONAL INTELLIGENCER.

AMERICAN RAILROADS.

The Superintendent of the Census, J. C. G. KENNEDY, Esq., having, at the request of the French Department of Public Works, and at very considerable labor, prepared the subjoined able and comprehensive statistical view of the extent of American railroads, as well those in course of construction as those completed and in operation, he has kindly permitted us to take a copy of it for publication.

CENSUS OFFICE, WASHINGTON, March 1, 1852.

In compliance with your request, I proceed to answer your inquiries concerning Railroads in the United States. The number of miles of railroad in operation in the United States, January 1, 1852, was, as nearly as can be ascertained, 10,814. At the same time there was in course of construction an extent of railroad amounting, according to the most reliable estimates, to 10,898 miles. By far the greater portion of the lines commenced, but now incomplete, will be finished within the ensuing five years. The length of railroad brought into operation since January 1, 1848, is 5,224 miles. Within the last year 2,163 miles have been finished. Nearly all the lines in progress have been commenced since 1848. It is supposed that from one thousand to fifteen hundred miles additional to the 10,898 now known to be in progress will be put under contract during 1852.

There never existed greater activity in the ranking of railroads in the United States than at the present time. Many of the lines projected have taken the place of plans for the construction of canals and turnpike roads. Accordingly, these works of public improvement are not prosecuted with the same ardor and energy as formerly, although much activity exists in the construction of plank roads. The labor and capital which they would require are absorbed in the numerous and almost colossal schemes of railroad building. Since 1848 the extent of railroad opened for travel and transportation has nearly doubled, and there is reason to believe that the increase in the length of road brought into use will not be less rapid during the next period of four years. By the year 1860 we may expect that the territory of the United States will be traversed by at least 30,000 miles of railroad.

It is very difficult to form an estimate of the average expense per mile of building railroads in the United States. In fact no average can be assumed as applicable to the whole country. The cost of the roads in New England is about \$45,000 per mile; in New York, Pennsylvania, and Maryland about \$40,000. But in the interior of these States the surface of the country is broken, rendering the cost of grading very heavy; and nearer the sea, wide and deep streams interrupt the lines of travel, and make the expense of bridging a serious item.

In New England, and the more densely-inhabited parts of all the old States upon the Atlantic, as in all European countries, the extinguishing of private titles to the real estate required for railroads frequently forms a large part of the expenses included in the item of construction. In the Southern States and the valley of the Mississippi \$20,000 per mile is considered a safe estimate. There, in most cases, all the lands necessary for the purposes of the companies are given to them in consideration of the advantages which private proprietors expect from the location of the roads in the vicinity of their estates.

In many of the Western States the cost of grading a long line of road does not exceed \$1,000 per mile—the cost of timber amounting to nothing more than the expense of clearing it from the track. For these reasons the expense of building railroads in the Southern and Western States is now much less than it will be when the country becomes as densely settled as the older States of the Union.

The Central Railroad of Illinois is an enterprise which furnishes a remarkable example of the energy and spirit of improvement in the new States. Illinois was admitted into the Confederation as a State in 1818, with 30,000 inhabitants. It has 55,405 square miles of territory, and a population, according to the census of 1850, of 851,470. The central railroad is to extend from its southwestern extremity, at the confluence of the Mississippi and Ohio rivers, to the north line of the State, with two diverging branches. The total length of this road, including the main stem and branches, is to be six hundred and eighty miles. The cost is estimated at \$20,000 per mile, or \$18,000,000 for the entire work, without equipments for operating it. This is the longest continuous line of road now in contemplation in the United States of which there is any probability of speedy completion. It has been commenced with such facilities for executing the plans of its projectors that there is no reasonable doubt that it will be finished within a few years.

Mr. Asa Whitney proposes to construct a railroad from St. Louis, or some other place on the Mississippi river, to the Pacific ocean, terminating either at San Francisco, in California, or at the mouth of the Columbia river, in Oregon. He solicits the patronage of the National Government for this prodigious work, and petitions for the grant of a tract of land equal in extent to sixty miles in width by two thousand miles in length. His plans were first laid before Congress in 1842, and he has since been continually occupied in recommending them to the favorable attention of the Government and the people with great ability and zeal; but with what success remains yet to be seen. Without expressing any view with reference thereto, it may be said that his project is generally considered impracticable, from the fact that of the two thousand miles of territory which his route across the country must traverse, a large portion consists of desert or of sterile and very elevated mountain districts, in which can be found no materials of construction, and which would afford no business for the support of the road, were the difficulties of building it overcome. Many intelligent men, however, are convinced of its practicability and expediency.

The railroad system of the United States may be considered to have commenced in 1820. The first one put in operation was a short road built for the transportation of ice from a small lake to the sea, in the State of Massachusetts. The length of this work was four miles. It was finished in 1830. In the same year the State of South Carolina caused to be commenced a railroad from Charleston, its principal port, to Augusta, in Georgia. The distance is 135 miles. The work was finished in 1833, at the very remarkably small cost of \$1,356,615, which sum included also the expense of furnishing the road with engines and passenger and freight cars, and all other necessary equipments. This was the first railroad of any considerable length constructed in the United States, and it is believed to have been the cheapest and one of the most successful.

The longest continuous line of railroad in the world, and that in the construction of which the greatest natural obstacles have been overcome, is that which extends from the Hudson river, through the southern counties of New York, to Lake Erie. Its length is four hundred and sixty-nine miles, and it has branches of an aggregate additional length of sixty-eight miles. Nearly its whole course is through a region of mountains. The bridges by which it is carried over the Delaware and Susquehanna rivers and other streams, and the viaducts upon which it crosses the valleys that intercept its route, are among the noblest monuments of power and skill to be found in our country. The most of these works are of heavy masonry, but one of them is a wooden bridge, one hundred and eighty-four feet in height, and having but one arch, the span of which is two hundred and seventy-five feet. One of the viaducts is 1,200 feet long and 110 feet high. The aggregate cost of this important work was \$25,580,000, and the expense of construction was \$43,333 per mile. The road was originally suggested in 1829; a company was organized in 1832; surveys were made in the same year, and operations were begun by grading a part of the route in 1833. It was finished in May, 1851, and opened with great ceremony for travel and transportation in that month. The State advanced six millions of dollars towards the work, and afterwards released the company from the obligation to pay the loan. It will thus be seen that the execution of this great improvement was pursued through nineteen years, and it was not accomplished without calling into requisition both the resources of the State and the means of her citizens.

In the infancy of the American railroad system, and for ten years thereafter, it was the rule to extend to every important enterprise of that character the assistance of the State in which it was to be built.

Pennsylvania, Michigan, Illinois, Mississippi, and some other States adopted extensive systems of improvement, consisting of railroads and canals, which they pursued, until their credit failed; an event which had happened in most cases before any of the works had been completed and brought into profitable use. But the general practice was to charter companies, each of which was charged with the execution of some particular work, and to aid them by loans of State stocks. Although this practice has fallen into so much disfavor in some of the States that the citizens have incorporated in their constitutions articles prohibiting advances by the Legislatures for such purposes, it is yet continued by others, and Virginia, Tennessee, and other States are now prosecuting expensive works, considered essential to their prosperity, by means of advances from their respective treasuries.

In the year 1850 Congress passed an act, after a very protracted discussion, granting to the State of Illinois about 2,700,000 acres of public lands to aid in the construction of a Central railroad, to which allusion has been made before. This magnificent donation is reckoned by the company to which Illinois has conferred the building of the road to be worth \$18,000,000. This was the first instance in which the aid of the National Government had been extended to a railroad project.

But since the above grant numerous applications have been made from all the new States for cessions of land for railroad purposes. Whether such further aid shall be extended is now a much-agitated question in American politics. Bills are pending in Congress proposing to cede for these purposes about 20,000,000 of acres.

The following Table presents in a convenient form some of the principal facts connected with Railroads in the United States on the first January, 1852:

States with railroads in operation or in process of construction.	Miles of railroad in operation.	Miles of railroad in process of construction.	Area of the States in square miles.	Population in 1850.	No. of inhabitants to each square mile.
Maine.....	315	127	30,000	583,188	19.44
New Hampshire.....	489	47	9,280	317,964	34.26
Vermont.....	380	59	10,212	314,120	30.76
Massachusetts.....	1,089	67	7,800	994,499	127.49
Rhode Island.....	50	32	1,306	147,544	112.97
Connecticut.....	547	261	4,674	370,791	79.33
Louisiana.....	1,829	16,900	3,097,394	67,323	21.73
New Jersey.....	223	111	8,320	489,555	58.84
Pennsylvania.....	1,146	774	46,000	2,311,786	50.25
Delaware.....	16	11	2,120	91,535	43.17
Maryland.....	376	125	9,356	588,095	62.81
Virginia.....	478	818	61,652	1,421,601	23.17
North Carolina.....	328	240	45,900	908,908	19.80
South Carolina.....	340	298	24,500	698,507	27.28
Georgia.....	754	229	58,000	905,999	15.62
Alabama.....	121	190	50,722	771,071	15.21
Mississippi.....	98	273	47,156	606,555	12.86
Louisiana.....	69	915	30,829	988,416	32.33
Texas.....	32	287,321	212,022	29	89
Tennessee.....	112	748	45,600	1,002,025	21.98
Kentucky.....	98	417	37,680	982,406	26.07
Ohio.....	828	1,892	39,964	1,890,408	49.55
Michigan.....	427	101	56,248	397,654	7.07
Indiana.....	600	915	36,829	988,416	26.33
Illinois.....	179	1,409	55,405	851,470	15.36
Missouri.....	515	67,380	682,048	10,112	14.83
Wisconsin.....	20	421	53,924	305,191	5.65
	10,814	10,898			

Nearly parallel to the Atlantic coast of the United States, from Maine to Alabama, runs the range of mountains known as the Alleghany or Appalachian chain. The eastern bases of these mountains are not distant from the seaboard more than a hundred miles, and they form a very formidable obstacle to the construction of railroads between the great eastern cities and the interior. In nearly all the great enterprises which have been undertaken with the view to effect such connexion, great additional expense has been incurred to overcome or to penetrate this mountain barrier. In the plan first adopted for the general system of State improvements in Pennsylvania, it was proposed to effect the crossing of the Alleghany by means of inclined planes, with powerful stationary engines at their summits. These planes were built and have been used for several years, until experience proved that their operation was too slow and too expensive to maintain a successful competition with other methods of conveyance, and other improvements have since been finished designed to supersede them. The railroad from Baltimore to the Ohio river is carried over a passage in these mountains where the elevation is upwards of three thousand feet, and a part of that height is overcome by tunnels, varying in length from one-sixteenth to four-fifths of a mile. The road from New York to Albany, along the banks of the Hudson, has three tunnels. The greatest work of this kind yet proposed in the United States is the tunnel through the Hoosack mountain, which, if executed, will be four miles in length, and fifteen hundred feet below the summit of the ascent. The cost is estimated at \$2,000,000. On the road from New York to Lake Erie tunnels have been avoided by very expensive works, which overcome ascents of 1,400 feet.

No authentic statement has ever been given of the capital invested in the railroads of the United States, but we have the means of forming an estimate upon which much reliance may be placed. The railroads in operation at the beginning of the present year may be assumed to have cost \$248,000,000. The amount invested in the lines under construction it is impossible to estimate with even an approximation to correctness. Their cost when completed will be considerably less than that of an equal length of road now in operation; for the reason that the greater number of new or unfinished lines are in the West or South, where, as has been shown, the cost of construction is far below what it is in the Northern and Eastern States.

The management of the American railroads is entirely distinct from the administration of Government. Their concerns are managed by corporations, which consist of a President, Secretary, and Directors. Each of the directors must own a certain amount of stock. They are chosen by the body of stockholders, who have votes in proportion to the number of shares they hold. The directors choose one of their body president, and appoint the secretary. The President and Secretary have generally liberal salaries, but the services of the Directors are gratuitous.

The rate of speed on our railroads is not so great as on those of England. The ordinary velocity of a passenger train is twenty miles an hour, but on some routes it is as high as twenty-eight and thirty miles. Express trains, on such occasions as the conveyance of the President's message, frequently maintain for long distances as high a speed as forty-five miles an hour. And on one road, that between New York and Albany, forty miles per hour is the regular rate for all passenger trains.

The fares or rates of passage are not uniform. In New England, the average price per mile for the conveyance of passengers is under two cents; from New York to Boston it is two and four-tenths; from New York to Philadelphia, three and four-tenths; from Philadelphia to Baltimore, three and one-tenth. From New York to Cincinnati the distance is 857 miles by the Northern route, of which 143 miles are travelled by steamboat. The price of passage for the whole distance is \$16.50, being slightly under two cents per mile. The lines between Baltimore and Cincinnati soon to be opened will be 650 miles in length, and the fare will be \$13; that is, two cents per mile.

Believing that the history of the origin, condition, and extent of the railroads in the United States forms one of the most important subjects of statistical investigation, and one not generally understood, I have devoted a portion of my time to the preparation of a complete history and detailed statement respecting each of the railroads in the United States, to accompany the other statistics to be embraced within the seventh census; but, as Congress may exercise their right of abridging the work on this and other subjects, it is impossible, in advance, to say what the census when published will contain. I enclose to you herewith a copy of the census of Maryland, prepared in advance, for reasons which will appear in its "preface." I have the honor to be, sir, with great respect, your most obedient servant, J. C. G. KENNEDY.

JULIUS CANTIN, Minister Public Works, Paris.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

SATURDAY, MARCH 13, 1852.

It may perhaps prevent the reader from passing lightly over the Communication of "COVINGTON," on the preceding page, to state that it is from the pen of a gentleman distinguished by true American principles, and much practical experience in public affairs.

ILLINOIS CENTRAL RAILROAD.

A Complimentary Dinner was given yesterday evening by a Committee of the Illinois Central Railroad Company to the Illinois Delegation in Congress, at Willard's Hotel, in honor to the success of the measures preliminary to the commencement of the road. GEO. GRISWOLD, Esq., was in the chair, supported by HIRSH KETCHUM, Esq. There were present also DAVID A. NEAL, Esq., Vice President, MORRIS KETCHUM, Esq., and other officers of the Company, with the ATTORNEY GENERAL, and Hon. Messrs. ROCKWELL, RANTOUL, ALLEN, and other members of the House of Representatives.

On the removal of the cloth MR. HIRSH KETCHUM sketched succinctly the history of the undertaking, and the plan of action by which seven hundred miles of railroad are to be built in four years, uniting Chicago on the north with Cairo on the south, and the point opposite Dubuque, on the west, into one great system. Mr. K. alluded to the vast advantages of this road, not only to Illinois but to the whole West, nay to the whole Union, as it would open up to high improvement perhaps the finest connected body of land in the world. The honorable Secretary of the Interior had been prevented by other engagements from attending in person, as had the distinguished Secretary of State. The latter had, however, handsomely acknowledged the invitation in the following terms:

WASHINGTON, MARCH 12, 1852.

MY DEAR SIR: I was exceedingly sorry that it was not in my power to accept the invitation, received yesterday, of yourself and your New York friends, to dine with you at your hotel to-day. You are here, I understand, upon business connected with the Illinois Railroad, and the members of Congress from that State are expected to be among your guests. It would have given me great pleasure to meet those gentlemen, and in expressing my gratification that magnificent work is now about to be commenced, and that its completion within no long time is put beyond contingency. The undertaking is equally vast in its plan and its importance; and, with the exception of those measures adopted the session before last, I hardly know whether the present President of the United States has given his sanction to an act of Congress likely to have larger influence on the prosperity of the country.

Several years ago I was in Illinois, and passed, for a great extent, through the country in and through which this railroad runs. I thought I had never seen such an immense sort of valuable land; and subsequent discoveries of many sorts of the most valuable minerals produce entire conviction that the State of Illinois may become as prosperous in its manufactures as in its agriculture. Ere long we shall see another and similar work, commencing at the southern extremity of this road, and running through the Southern States, till it reaches the Gulf of Mexico. This is not only probable, but certain, if no great political evil shall in the mean time befall the country.

The grant to the Illinois railroad disposes of a large portion of the public domain, but it will be well disposed of; and this grant and other similar grants made already, or now in contemplation, while they leave the residue of the public lands more valuable, do not essentially interfere with the objects which I have thought just, and have for a long time earnestly advocated, of giving land enough for a homestead to every actual settler, on the sole condition of actual residence for a short term of years. In my opinion, the public good and the happiness of individuals alike require this. God gave the earth to man to be tilled, and land is of no value whatever till the approach of cultivation shows that it is about to become the theatre for the application of human labor, the all-producing source of comfort and wealth.

Nobody can contemplate these great lines of internal communication, running through many States, without perceiving at once their important political effects. Nothing can tend more strongly to hold the States together; or, if I may borrow an expression from language usually applied to that which is the object of your thoughts to-day, nothing is more likely to keep the Government and the Union from running off the track.

I pray you, my dear sir, to accept for yourself, and to signify to all your associates, not only the assurances of my personal regards, but also my sincere congratulations at the success which has so far attended their most valuable and important undertaking.

I remain, with entire regard, your obedient servant, DAVID A. NEAL, Esq. DANIEL WEBSTER.

In reply to a toast from Mr. KETCHUM in honor of the State of Illinois, Hon. Senator DOUGLAS happily responded, going at some length and with much effect into the highly valuable and important National as well as State and sectional results to be anticipated from this road, which would benefit all the parties connected with it—the United States, the State, and the stockholders. This road would connect with a road to Mobile, thus uniting the Northern Lakes with the Gulf of Mexico.

Hon. J. J. CRITTENDEN felicitously replied to a toast acknowledging the friendship he had shown to the enterprise, and the promptitude with which he had acted on certain law points connected with it.

Addresses were also made by Hon. Messrs. FICKLIN, RANTOUL, ALLEN, and others, and in reply to a toast complimentary to the Press, by Mr. SARGENT, Editor of the Republic.

We regret that the lateness of the hour at which this is prepared precludes a more lengthened notice of a very interesting occasion.

PROPOSED NEW STATE.—The Legislature of Wisconsin are deliberating upon a memorial to Congress for a Territory comprising that portion of Wisconsin lying north of the forty-fifth degree of north latitude, and that portion of Michigan lying west of Lake Michigan. This territory, it is alleged, is very much isolated from the States to which it is attached, and has separate and individual interests peculiarly its own, which, under the present organization, do not receive the fostering care of its several Governments, which the best interests of the country require. The separation of that territory, it is thought, would result in no disadvantage to the States from which it is proposed to detach it, which would not be more than compensated by the augmented commercial and political advantages of adding another State to the Northwest.

The "Republic" very properly comments upon recent language used by Kossuth in relation to the American press, because it will not aid him in his efforts to involve our country in European wars. Kossuth has been treated most kindly by the American press in general; much more so, we now fear, than he deserves. Had he been contented to have accepted the honors and the sympathies that were extended towards him and Hungary, the press would have been foremost in his praise. But it would have been false to its high duty if it had yielded to his attempts to sacrifice America for the bare chance of aiding Hungary.—Alex. Gazette.

FROM MEXICO AND THE RIO GRANDE.

Advices from the city of Mexico to the 10th ultimo have been received. There is nothing in them of much interest. The papers express apprehensions of another movement on the Rio Grande. The Government has refused to acknowledge the reduction of duties by Gen. Avalos at Matamoros, which is considered bad policy by the papers.

From the Rio Grande we have advices to the 17th ultimo. The United States District Court, Judge WALTRON, that had been for some time sitting at Brownsville, has adjourned. The jury found indictments against the following parties for infractions of the neutrality laws: Peter Dowd, A. J. Mason, R. N. Stansbury, Alfred Norton, J. M. J. Carvajal, Capt. McLane, R. H. Hord, E. R. Hord, J. D. Howell, R. C. Trimble, Capt. Wheate, and Jack R. Everett.

The following from the Picayune gives all that we see of interest from this quarter:

BROWNVILLE, FEBRUARY 17, 1852. A singular and daring robbery was committed last night before last. The United States garrison was entered and a large number of twelve-pound balls taken there by some person or persons unknown. In consequence of the small number of men now at this post, the guard at the gate is removed at night to the magazine, some distance off; and there was, therefore, no impediment to the entrance of any person, either by climbing the fence or from the river in a boat. Some persons assert that they were taken over into Matamoros during the night, and point out a place on the opposite bank of the river where the footprints of a large number of men or mules can be plainly seen. Others say that, however this may be, they have no doubt that Gen. Avalos will receive the benefit of them. Some say he has stuck up a paper on the corners of the streets calling upon the citizens to appoint a patrol for the better protection of the United States property now at Fort Brown.

RENEWAL OF HOSTILITIES.

NEW ORLEANS, MARCH 5.—By an arrival to-day from Brasas Santiago, we have advices from Brownsville, Texas, via Indianola, to the 24th ultimo, stating that hostile operations had been renewed by Carvajal the 18th ultimo, with a largely-increased force; and that on the 20th he had stormed and captured Camargo, after but a feeble resistance from the Mexican troops. The accounts represent the force of Carvajal much to exceed his former force, and that disaffection with the Government was spreading, this increasing his chances of success. It was the purpose of Carvajal to move immediately upon Matamoros, and passengers report that there is little doubt that the attack had been commenced on the morning of the 26th, as heavy cannonading was heard in that direction the day the vessel left.

THE LATEST AND MOST RELIABLE NEWS.

A despatch dated at New Orleans two days later than the above gives an entirely different complexion to the affair. It thus announces the repulse of Carvajal and his followers:

NEW ORLEANS, MARCH 7.—The steamer Fanny has arrived from the Brazos, bringing very contradictory statements of Carvajal's movements. The American Consul had received information, which was probably correct, that Carvajal had attacked Camargo, but had been repulsed and obliged to retreat with the loss of his artillery and ammunition. Carvajal had about five hundred men with him.

We have a private despatch which confirms the foregoing, and states, in addition, that of Carvajal's force, consisting of 522 men, only eighty-four were Mexicans, and the rest "filibusters." The fugitives escaped to the American side of the river. It is to be regretted that our forces on the frontier are powerless to take care of them.

THE DEMOCRACY OF PENNSYLVANIA.

The official report of the proceedings of the Democratic State Convention of Pennsylvania, held last week at Harrisburg, apprizes us that we were led into error in the statement made by us two or three days ago, on the authority of a Telegraphic despatch, that, after nearly three-fourths of the members of the Convention had expressed their preference for Mr. BUCHANAN as their candidate for the next President, the entire body of the Convention ratified that nomination by passing a resolution declaring it to be unanimous. Such, it appears, was not the fact. On the contrary, all the Delegates who favored the claims of Gen. CASS recorded their votes against a motion thus sanctioning the nomination, and subsequently refused to participate in a part of the proceedings of the Convention. The reason for this last act of contumacy was the adoption by the majority of a resolution to appoint Delegates to the National Convention from the various Congressional districts of the State, taking care in their selection to appoint no person who was not known to be a firm friend of Mr. BUCHANAN. Against this act the minority of thirty-three Delegates entered their protest, denouncing it as a flagrant usurpation of power—a desperate alternative, resorted to by a tyrannical majority to manacle and silence a large minority in the Convention; a trampling under foot of a usage sanctioned by the Democratic party for the last seventeen years; a sacrifice, for a temporary purpose, of a cardinal Democratic principle; in short, a proceeding that could be justified by no exigency, and pregnant with the seeds of discord and dissatisfaction in the ranks of the Democratic party of Pennsylvania.

The Convention passed a series of resolutions adopting the platform laid down by the Baltimore Convention of 1844-48, sustaining the Compromise measures, in favor of the Fugitive-Slave Law, &c. The "Union" of yesterday shows a disposition to treat us unfairly, in citing as our language that which was distinctly stated to be a Telegraphic report, giving information of the result of the election in New Hampshire, and classifying politically the members elected to the Legislature. The late contest in that State, so far as our personal observation extended, was a triangular one, each of the political parties having its own set of candidates in the field, and the leader of the Abolitionists (their candidate for Governor) being a Democrat, in full communion with his party and their nominee for the same station but little more than a year ago. He was, however, then discarded, and his nomination cancelled, on account of his abolition predilections.

At the late election in New Hampshire there may have been, for aught we know, a coalition between the Whigs and Free-Soilers in a few of the towns, and if such was the case, the Whigs of that strongly Democratic State would only have followed to some extent the evil example set them by the Democrats of Massachusetts, who, as is notoriously known, have been in open coalition with the Free-Soil party for the last two years, without having received any rebuke from the "Union" or other presses of its party. It is therefore in exceedingly bad taste for that paper to undertake to lecture us on the present condition of parties in New Hampshire, even if their position were such as it represents it to be. We have never encouraged coalitions with the Free-Soilers or Abolitionists in any case, and have at all times equally commended the patriotism of either party, whether Whig or Democratic, which has had the courage to reject such alliances. Can the "Union" say as much?

As to what our neighbor says of Whigs having, by resolutions in their Conventions, invited alliances with Abolitionists, we respectfully ask for the proof. We think that the worthy Editor, when he wrote that part of the article, must have had in his mind some of the acts of his own party.

POLITICAL MOVEMENTS IN LOUISIANA.

The vote of the Democratic State Convention of LOUISIANA, in expressing the choice of the party in that State for the Presidency, was, for Gen. CASS 101, and for Mr. DOUGLAS 72. The name of Mr. BUCHANAN was also placed before the Convention, and afterwards withdrawn, when his friends united with those of Gen. CASS. A resolution was passed pledging the Democracy of Louisiana to the support of any candidate who shall be nominated by the Baltimore Convention, and a resolution declaring Mr. DOUGLAS the second choice of the Democrats of Louisiana was voted down. It is said that the Convention was anything but harmonious.

SALT LAKE EMIGRATION.—To those uninitiated in the workings of the Mormon fraternity (says the St. Louis Times) the number and character of the emigrants to the Salt Lake must prove a matter of considerable astonishment. Scarcely one in one hundred would credit the assertion that near three hundred families are now in St. Louis preparing to emigrate to this "place of rest." Such, however, is the case, and we have reliable authority for stating that the emigration to the Salt Lake valley this season will not fall short of five thousand souls. The major part of this emigration leave the frontier at Kanerville, travelling the north side of Platte—a route that has always claimed preference with their people.

TRIAL OF ALLEGED CUBAN EXPEDITIONISTS.—The trial of John L. O'Sullivan and others, indicted for fitting out the steamer Cleopatra at New York for an armed expedition against the Island of Cuba, was again before the United States District Court in that city on Monday.

Judge JUDSON inquired whether the counsel for the defendants had any thing further to say respecting the objection to Mr. HOFFMAN's appearance as associate counsel for the United States in aid of the District Attorney, when Mr. O'Sullivan submitted a written protest denying the right of the Government or its Attorney to employ assistant counsellor.

The Court overruled the objection, on the ground that it was the duty of the President to execute the laws, and that under that general principle he has the right to employ such counsel as he may deem proper to aid in conducting prosecutions. The empanelling of the jury was then commenced.

ARKANSAS RAILROAD CONVENTION.—This Convention assembled at Little Rock on the 9th ultimo, and adjourned on the 11th. Governor ROANE presided. The report of the proceedings shows great unanimity and harmony, with much enthusiasm, in the cause of internal improvements. The following extract from an article in the Little Rock Gazette, noticing the proceedings, indicates the action of the Convention:

"The Convention agreed upon the establishment of a great central and trunk railroad from Memphis, via Little Rock, to Fulton, in Hempstead county, on Red river, and thence to the Texas boundary, with branches diverging from the central road through the cardinal divisions of the State. The voice of the Convention was unanimous in this result, and it will no doubt meet the approbation of the people of the State generally. The Central Railroad will connect at Memphis, with the great system of railroads of the Union—will bring Arkansas into immediate connexion with all the world—will place the branch roads will connect the cardinal divisions of the State with the Central road, and with each other. The scheme is a magnificent one, and, if successfully carried into operation, (as we sanguinely hope it will,) will place Arkansas in the front rank of States, and immortalize the projectors of this great system of improvement. We sincerely hope, and have confidence to believe, that the whole people of the State will be aroused to the importance of the projected system of improvement, and make a strong, energetic, and united effort to carry it forward to its completion."

Judging from what appears in the Arkansas papers, we should say that there is a strong and wide-spread excitement in the State on the subject of railroad improvements.

THE JAPAN EXPEDITION.—The following is given in the New York papers as a list of the vessels which will compose the squadron recently ordered to the East Indies, and one of the objects of which is to endeavor to open commercial intercourse with the people of Japan:

The steamer Mississippi, flag, Captain McClintock, having on board Commodore Perry, commander of the squadron. Steam frigate Susquehanna, Captain Buchanan. Steamer Princeton, Commander Sidney Smith Lee. Sloop-of-war St. Mary's, Commander George A. McGruder. Sloop-of-war Plymouth, Commander John Kelly. Sloop-of-war Saratoga, Commander William L. Walker. Brig Perry, Lieut. Fairfax. Store-ship Supply, Lieut. Arthur St. Clair; Napoleon B. Harrison, naval storekeeper afloat, to the East India squadron. The Susquehanna, Plymouth, and Saratoga are already on the Pacific coast, awaiting the arrival of the remainder of the squadron. The St. Mary's is now on the way to Japan, having on board the Japanese sailors, and on reaching Japan will await the arrival of the rest of the squadron. The residue of the squadron will probably get under way in the course of April.

THE FLORIDA INDIANS.

We learn from the Tallahassee Sentinel of the 2d instant that Gen. BLAKE, who lately arrived at Tampa with a delegation of Seminole Indians from Arkansas to aid in reconciling their brethren of Florida to remove from that State, has selected Fort Myers as his general headquarters, and in a letter to the Governor expresses sanguine hopes of being able to effect the removal of the Indians during this spring.

The Governor of Florida has also received a letter from Capt. JARRAGH, announcing that on the 24th ultimo he would organize a company of eighty mounted volunteers, under a recent act of the Legislature of Florida authorizing the Governor to call out volunteers whenever he might deem it necessary, and that he had taken measures for the purchase of provisions, ammunition, wagons, &